

4th OF JULY

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DELEGATES DOING LITTLE

Picture of Former President Grover Cleveland Will Adorn the Wall, But Alas, the Traditional Rooster Will Give Place to the Eagle.

DENVER, July 3.—For the first time in the history of national conventions an attempt will be made in connection with the democratic convention to be held here next week to moderate the temperature of the hall by the use of snow, and preparations are under way for the experiment.

After the date for the opening of the convention is almost a week removed Denver considers herself in readiness for that event and while no one can estimate the number of strangers who may be attracted to the city, not a resident but will assure you that all will be well cared for.

Probably the most marked evidence of preparation to be found in the new convention hall, a magnificent structure which has been erected in the heart of the city at a cost of \$400,000. It is a permanent building, but it will be christened by the convention and it is even now in readiness for the reception of delegates. So nicely was the work on the hall calculated that the building has just been completed. Indeed, if necessary the big meeting could begin tomorrow. Nothing remains but to string a few strips of bunting across the band stand and put in place the large painting of Grover Cleveland which is to adorn the end of the building facing the presiding office. The Cleveland picture will be one of four only that will be given space in the enclosure. The policy is to place in the hall only the likenesses of departed democrats, but an exception is made in the case of George Washington.

Washington's portrait finds a place immediately over the seat of the chairman and is flanked on the right by the picture of Jackson and on the left by that of Jefferson. Cleveland's portrait will face all of the others from the far end of the hall, distantly separated from them in space as he was from the other originals in time. The proverbial democratic rooster will give place to the eagle, and there will be many specimen of that bird. They are already in place and all cluster about the platform of the presiding office.

Denver has been dryer in points of weather this summer than usual, and also warmer, and advice has been hit upon which it is believed will both moisten and cool the atmosphere. This result it to be accomplished by introducing snow from the moun-

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tains in liberal quantities. The new Denver Railroad know as the Moffat Line, crosses the continental divide, fifty miles west of the city and runs through innumerable beds of perpetual snow, and this line has been contracted with to bring to the city large quantities of snow which will be distributed through the hall in barrels. The confident expectation is that it will vastly improve the atmosphere, and it is known that if it does not accomplish this result it will at least prove a novelty to the visitors from the states in which snow in the summer is unknown.

Every succeeding day emphasizes the fact that in many respects the approaching convention will be a duplicate of the present Republican Convention at Chicago, and two of the most pronounced features of similarity will be the contests over the vice-presidency and the injunction plank in the platform.

As was the case with Senator Doliver, Judge Gray is the leading candidate, if he can be called such in the fact of his assertion to the contrary, and as in the former case he has the support of the leading candidate for first place.

Mr. Bryan is unequivocally for him and delegates from all sections express satisfaction at the mention of his name: If Judge Gray should decline, the consensus of opinion is favorable to throwing the office to New York. As was the case at Chicago, the ultimatum has already gone forth that if New York wants the compliment she must show her good faith by getting together and agreeing upon a candidate as the republican did upon Mr. Sherman. Again, there is a division and in addition to the names of Stanchfield and Harrison, the name of Charles A. Towne is now frequently mentioned and his friends are making strenuous claims in his behalf. The New York delegation will not arrive until a few days before the beginning of the convention and its capacity for agreement may not be unfolded until the scene of activities is reached and the situation fully explained to its members. Unless there is a decidedly greater tendency toward compromise than is now manifested, the real fight will be over the anti-injunction plank, but the leaders declare that before the committee on platform is appointed a substantial agreement will have been reached and the committee will be relieved of the necessity of a prolonged sitting. In Chicago the fight was against the insertion of any injunction plank at all. Here all admit the necessity of some declaration, but many oppose the pronouncement for previous notice in injunction proceedings. There has been much communication with Mr. Bryan on this point but apparently his attitude is not clearly understood and probably it will not be until his draft of the plank which he is understood to be preparing is received. It is known, however, that he will use stronger language than is employed in the republican platform. That he is willing to go as far as the Federation of Labor demands none are willing to say, but his closest friends say that he does not consider it necessary to make such a sweeping declaration. They say Mr. Bryan will himself suggest what will be a concession to the conservatives, and they predict that in the end his draft will be accepted.

BRYAN'S COMMONER.

LINCOLN, July 3.—Bryan's Commoner tomorrow will claim 807 delegates instructed and favorable to Bryan, not including the six delegates instructed for him by the Montana convention today.

4th OF JULY ACCIDENT

CHICAGO, July 3.—Chicago's crop of Fourth of July accidents got well under way yesterday in the usual manner. Accidents to a number of children, involving the loss of eye sight and possible disfigurement were reported to the police but failed to check the use of explosives.

WILL FILED

CHICAGO, July 3.—A despatch to the Tribune from Cleveland O, says: The will of Benjamin Rose, who died suddenly in London on Sunday was filed in probate court yesterday. Relatives say that practically the entire estate of \$5,000,000 is left for the founding of institutions for the aged and for deformed children. The buildings are to be erected on the twenty acre Rose estate on Lake Shore Boulevard.

NEWS OF NEW YORK

To Europe in 30 Hours Is Predicted for future

OCEAN LINERS A MILE LONG

Ushers For Fifth Avenue Pedestrians—Another Remarkable Harriman Discovery—Big Bill Devery to Join Airship Brigade.

NEW YORK, July 3.—A sensation has been created in shipping circles here by the announcement of a well known naval architect that the grandsons of the present generation will cross the Atlantic in 24 hours on steamers a mile long. While the assertion may at first glance have the appearance of a hot weather dream, it is borne out in a surprising manner by naval statistics. The architect in question bases his prediction on the advance of the last hundred years, since it has been just a century since the first steamboat was proven a commercial possibility. In that century transatlantic vessels have grown from an initial length of 130 feet to 810 feet, and it is now asserted that in the next hundred years the increase based on the demands of travel and traffic will be equally great. Travel statistics show that during the last century the growth of transatlantic steamers from Fulton's 130 foot boat has been six fold. Following this line of progression which naval architects assert will hold good for the next ten decades the present record-holding vessel 810 feet long will have evolved into a liner nearly a mile in length. While at present the maximum number of passengers that can be carried by the largest steamships is something like 5,000, the year 2008, according to this prediction, will see steamers carrying 800,000 passengers across the Atlantic in thirty hours, it being estimated that by that time the speed achieved will be at least 100 miles an hour. Perhaps the most surprising feature aside from the size of future vessels as predicted by naval architects based on cold figures is the tremendous power that will be required to drive these future leviathans. While 70,000 horse power is developed by the largest liners at present, it is figured that another century will see this total increased to the absolutely astounding sum of 12,000,000 horse power, carrying in addition to the 800,000 passengers some fifteen million tons of freight. The hull of a vessel of this size may be sensed by the statement that it will be 440 feet wide, and 540 in height. Altogether the monsters which will carry future generations across the Atlantic in a day and a half, or less, will be of proportions to stagger the present imagination. Actually however, the prediction of their coming involves no wilder flight of the imagination than the prophecy of an 800 foot liner capable of crossing the Atlantic in four and a half days would have been considered by those who saw Robert Fulton start the first steamboat up the Hudson a century ago.

Although Broadway known as the "Great White Way" Fifth Avenue is soon to outstrip it with the characteristic appellation of the "Interrogative Thoroughfare." At least that will be its title of the organization known as the Fifth Avenue Association succeeds in carrying through its plans to have stationed at every corner of the city's most aristocratic street ushers who will answer all questions. The idea for such a set of ushers is that they shall know the avenue as an elevator man knows the building in which he works—to be able in short to answer all questions as to means of transportation, location of stores and offices and their occupants. In short this novel usher of a whole city street, will be able to usher people to the points which they are seeking out just as the usher in a theatre shows one to the proper seat. For the services of these men, properly uniformed and labelled and informed, the association itself proposes to pay instead of asking the city to do so. Strange as it may seem, moreover, it is expected that they will benefit residents of New York more than visitors, for it has been conclusively shown that the out of town man knows much more about the city than does one of its own residents. The new service is proposed particularly for the benefit of shoppers along Fifth Avenue and if successful, may be extended, notably to Broadway whose diagonal course and irregular numbering renders it the most difficult problem in the city to those unfamiliar with it. The movement bids fair in fact to supply New York, for the first time in the history of the country, with what may be called "civic ushers."

Mr. Harriman has at last achieved a record as the wickedest man in New

York, according to the public court record. The Harriman in question however is one named Bill, and no relation to the famous financier. His claim to the title of the wickedest man in the metropolis is based on the fact that he, Bill Harriman at present in durance vile, has a whole page in the police court blotter devoted to his misdoings—a record, it is said, never before equalled in the annals of petty crimes in the city. The record becomes all the time more remarkable when it is known that this, the champion bad man of Father Knickerbocker's town, is only twenty years old. The escapade which completed Mr. Bill Harriman's pedigree on the police blotter comes near being his last, since it involved nothing less than an inebriated attempt to steal an automobile, Bill, or Mr. Harriman as he prefers to be called, observed the machine on his way home early one morning. With a yell he sprang into the driver's seat yanked a lever and started a wild ride which ended only in a police cell. With this last commitment however he broke all previous records. Mr. Bill Harriman to be extremely contrite the next day though sensible of the burden of his name. "I bet they fine me enough to build a street" said he, "but that won't be so bad as if they named it after me."

The newest and straightest profession in New York is that of "modeling models." Eighty-four per cent of all ready made cloaks and dresses worn throughout the country, it is asserted, are fitted and worn on a few score of specially trained women in this city. The discoverer of the new profession of training these models who earn as much as fifty dollars a week, asserts however that their preparation is really an art. By the modeler the subjects are trained to wear and display all sorts of gowns in the most effective way. Department stores have already learned to call upon these modelers for display girls, specifying the size and height wanted as if they were merely papier mache figures. That the work is an art, however, is shown by the fact that a pretty face and fine figure are among the least requirements for a successful model, since it has already been demonstrated that a girl lacking both these may yet through her artistic appreciation of the garment which she wears for display purposes be most successful. It is not a uncommon thing in this new profession for one of the models to wear \$10,000 worth of clothes in a single day. In addition to her salary she receives a percentage on the sale influenced by the manner in which she wears and displays each gown. Dieting, exercise and calisthenics play a large part in the successful training of the members of this strange profession.

Big Bill Devery "the best police chief New York ever had" is likely to be the first citizen of the metropolis to use either the submarine or the air ship for commercial reasons. Big Bill when he is not engaged in forecasting political distress, occupies a waterfront home in Long Island, where in recent years he has astonished the natives with his golden victoria. In this vehicle he has been accustomed to dazzle the frequenters of the bathing beach. Now, however, it appears that even this regal conveyance will have to be retired. Big Bill has been felled off from his water front and the public highway as well. Time was when to do this would have required more than ordinary courage and pull—but now that Devery is merely a private citizen things have changed. Devery however has succeeded in saving a narrow path to the water front and asserts that before he will allow his golden victoria to be rendered useless he will resort to a flying machine to cover the ground between his house and the ocean, and thence take his private submarine to the city office which he still maintains. Already it is said negotiations have been begun for the air ship, and the big ex-chief is only waiting to hear from President Roosevelt before ordering a submarine. That he is going to fight cannot be doubted—and that he will adopt extraordinary means of getting from his home to the highway and the Ocean is already certain. If his plans succeed it is rumored that chief Bingham will recall him, to captain New York's submarine and air ship police squads.

PANAMA, July 3.—Domingo de Obaldia, the independent candidate for the presidency of the Panamanian republic had received returns showing that his ticket was carried in the municipal election of last Sunday by a big majority.

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BRYAN TO HEARST

Commoner Throws Sop to the New York Editor

AFTER THE HEARST VOTES

Delegates go to Lincoln to Visit Bryan, Who Returned Early And Got a Good Night's Rest—Today Will be Busy Time.

LINCOLN, Neb., July 3.—That William J. Bryan would have a busy day today was evident as early as three o'clock in the morning when delegations en route to Denver began arriving on in-coming trains. The delegates from many states are scheduled to reach here during the day and in anticipation of the large influx of visitors Mr. Bryan took advantage of a comparatively quiet evening to retire early and get a good night's sleep.

The topic which became of keen interest was Mr. Bryan's defense in today's Commoner of Wm. R. Hearst and his Independence party. While the article is not given more than second page prominence it is considered significant by many that he should at this time take up and defend Mr. Hearst's attitude and sincerity.

Delegates who are willing to express themselves on subject, believe Bryan is not willing to make peace with the New York man but will go far as to make overtures to that end in the event of finding the Independence Party in a receptive mood. One Kentucky delegate stated the belief that the result will be that the Independence party when it holds its convention will endorse Mr. Bryan, or possibly accept the whole ticket.

The wording of the article which is of an editorial nature, leaves little doubt that Mr. Bryan is in sympathy to a great extent with the reforms advocated by Hearst, and sums up

the platform of Hearst in a manner which many say is meant purely in the way of entangling the olive branch to Mr. Hearst.

The people of Lincoln are trying to give the reception to outside delegations visiting, the city a touch of non-partisanship and many prominent republicans, taking an appreciative pride in having for their chief private citizen the democratic candidate for president are joining heartily in the movement to entertain the thousands who are making brief stops in Lincoln. Mayor Brown has asked the citizens to aid in this entertainment and secret societies have taken an active part in the program, throwing open their club rooms and bidding visitors welcome. While there is a large reception committee which gives its entire attention to this feature, its members will be joined during the next few days by committees appointed by the secret societies.

The greater number of delegations to visit Lincoln will come Sunday, when delegates from no less than twenty states are expected to be in the city. Their stay will be short and in most cases a trip to the Bryan home at Fairview by street car will constitute the only diversion of their overland journey.

Following a day and evening of intermittent showers, during which the democratic leader found it necessary to receive callers at a downtown hotel the weather cleared during the evening and gave promise of more favorable conditions for the entertainment of callers today. The road to Fairview was soon dried out sufficiently to make it easy going for carriages and pedestrians and there were many of the latter who had traveled to the normal, the suburb which Mr. Bryan's farm adjoins, in street cars and walked from the car to Fairview.

The Missouri delegation was one of the first to arrive on the morning trains and after breakfast were soon ready for a visit to the Bryan home.

WASHINGTON, July 3.—The Interstate Commerce Commission has issued an important order extending until Oct. 1 next upon the application of certain railroads the use of tariffs containing long and short haul clauses maximum rules and alternative rate or fare provisions and adding that no change other than the extension of time as authorized in the terms or provisions of its special tariff circular issued last January.

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